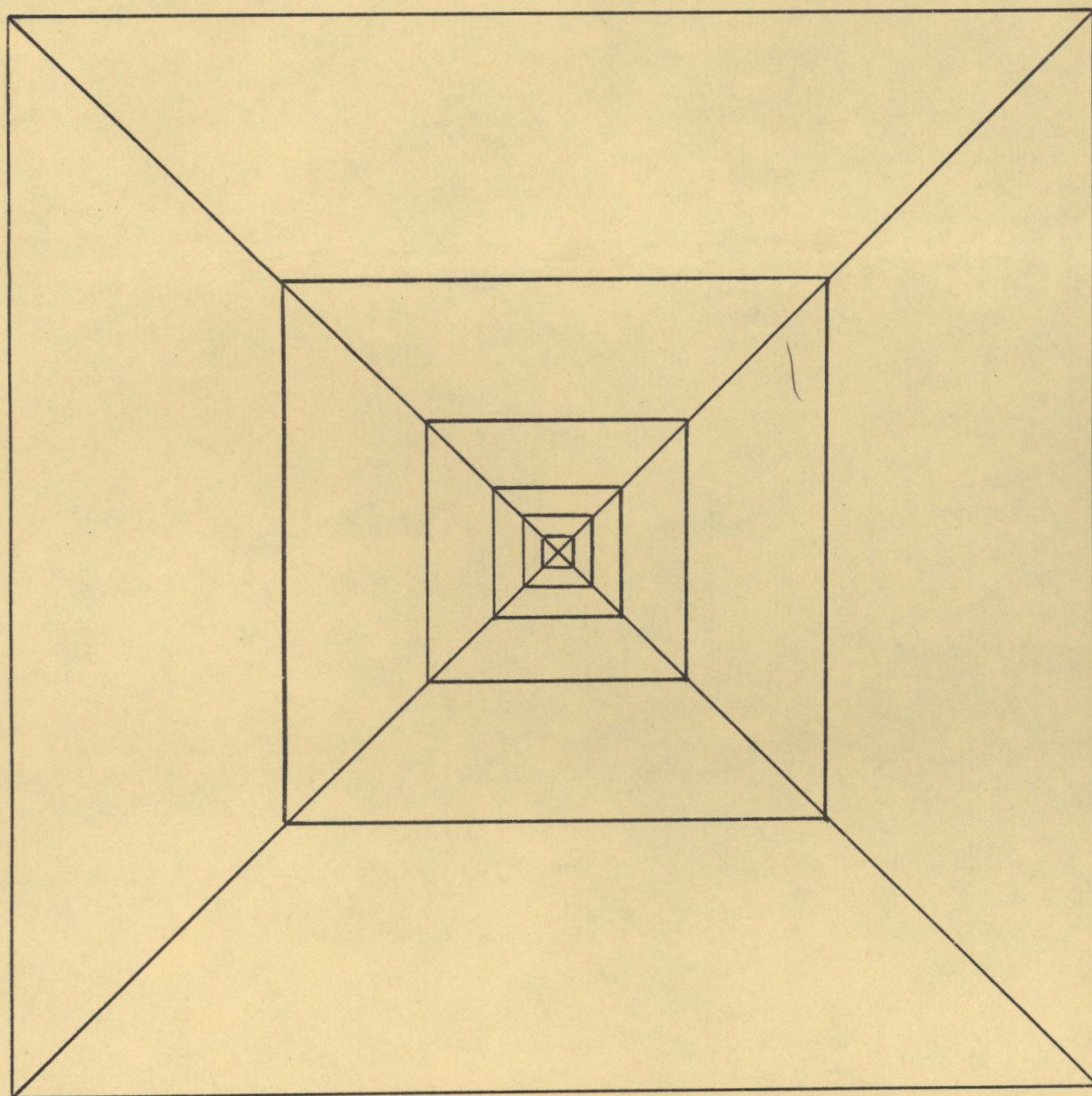


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Editorial

by H. Griesberg & K. Basterfield.

If one were asked to name the two most important events of the last 12 months or so, as far as reports went, we believe that the October 1978 aircraft disappearance over the Bass Strait, and the December 1978 New Zealand radar/visual/film cases would have to rate high on the list.

Debate continues to rage over the New Zealand incidents with the DSIR (the NZ equivalent of the CSIRO in Australia) entering the debate with a paper entitled "Unfamiliar Observations of lights in the night sky" by W. Ireland of the Physics and Engineering Laboratory. The abstract of the paper reads:-

"This report examines the readily-available data relating to unidentified lights seen at night by many people in New Zealand between 20 December 1978 and 10 January 1979. It also examines the unidentified radar echoes, and refers to trans-Tasman radio communications at ultrahigh frequencies which occurred during the period.

A brief introduction sets the sightings and other related events in chronological order. An historical perspective is provided by reference to previous New Zealand observations. The unusual atmospheric conditions prevailing at the time are discussed, and shown to be a significant factor to be considered in attempts to explain the observations. The unusual radar echoes should not have been unexpected. Each event is considered in detail, and a "most likely explanation" given.

It is suggested that the lights were generally unusual views of either terrestrial sources, such as lighthouses, navigational beacons, and city lights, or of the planets Venus and Jupiter, seen through an unusually clear atmosphere. In the most widely publicised case the most likely source was a squid boat seen under quite normal viewing conditions.

"The sources of the information used are listed in a bibliography."

Discussion of the suggestion that a squid boat was responsible for some of the lights filmed in this case is taken up in the December issue (1979)



of the International UFO Reporter. In letters to the Editor, Robert Sheaffer and Bruce Maccabee argue the pros and cons of this hypothesis.

One of the ACUFOS Co-Ordinators was recently able to view some of the preliminary computer enhancements of selected frames from the NZ movie and these will no doubt shortly be thrown into the arena for discussion.

So, all in all a healthy debate is taking place on the question of the identity of the objects seen over New Zealand during this period. This is as it should be. Neither side should be able to be accused of "fudging" the raw data or side stepping any of the issues involved. Let's hope this debate continues until we are reasonably certain that we can identify the phenomena involved.

On the other hand, the October 1978 aircraft case has been almost entirely forgotten, perhaps because of lack of physical items to investigate or perhaps because of the involvement of a Government Department, the Department of Transport.

Most of the information which has been published to date, even within UFO research circles has been provided through media reports. Very little independent investigation has been undertaken for a variety of reasons. We would suggest that there is a large reservoir of important information still to be gained and aired on this case, and no-one will hear of it unless someone is prepared to conduct a thorough investigation of the entire incident.

In view of this, ACUFOS has initiated an in-depth independent investigation of the incident and will report on its progress from time to time.

These two, important events, important not only for what they may provide us with in the way of knowledge, but also because they have made a large impact on the general public's attitude towards the subject, should receive our utmost attention until they can be favourably resolved one way or another!

#### Radar Influences UFOs.

by Lindy Whitehurst (Dallas-Texas)

One of the most challenging questions which baffles the UFO Investigator is: How do they materialise over all parts of the world suddenly; without warning with their sources undetected? What a boon it would be to know where they originate, assuming they are extraterrestrial tangible objects operating from hidden bases somewhere in the Earth's jungle frontiers, primitive areas, or underwater locations. It would be at least beneficial to know the general direction from which they enter the United States for example.

Certainly from the early days the state of New Mexico had the reputation of being "flying saucer country" as well as a significant portion of the west and southwestern U.S. whose number of sightings alternately increased and decreased. Perhaps UFO enthusiasts from the beginning had that frontier in mind as where UFOs might first infiltrate the country en masse on routine reconnaissance assignments. The ufologist suggests there has been an established pattern of UFO activity in clustering about military installations, industrial complexes, hydro and nuclear power plants; the southwest's facilities having had more than its share of apparitions. Maybe the conspicuous number of accounts in and around the White Sands Missile Test Range in the early to mid 1950's had something to do with fostering this belief. Still the question remains: "Why did they so frequently choose the southwest per capita initially, rather than the more populace north and eastern regions, and what was the rationale behind the UFOs opting for the SW to best elude terrestrial observers as to their points of entry into North America?" Was it merely because of the comparatively sparse population in the semiarid SW, or was it something else entirely? The potential answer did not become public knowledge until roughly 10-15 years later.

In 1969, a Russian-built MIG fighter plane suddenly appeared circling an air field in southern Florida requesting permission to land; the pilot was a Cuban wanting political asylum in the United States. U.S. planes employing



radar for the monitoring of aircraft approaching from the south were grounded at McCoy AFB when the MIG landed and were used only at irregular intervals due to budgetary restrictions. The fact remained that a potentially hostile aircraft had encroached upon sovereign U.S. air space completely unobserved - the analogy to UFOs being unavoidable!

Also that year, a Cuban commercial airliner radioed for landing instructions at New Orleans International Airport while only 25 miles out at 4000 feet altitude with intentions of transporting a group of Cubans to an international sugar cane festival in the U.S. The trouble stemmed from its flight plan not having been approved by the Federal government; nevertheless the flight had not been scanned by radar until ready to land at New Orleans.

This was enough! It was then Congressman F. Edward Herbert of Louisiana demanded an investigation into the incidents. Though the inquiry was military in nature, it caused a major piece in the UFO puzzle to fall into place. The following are the findings of the Armed Forces Subcommittee for the U.S. House of Representatives, 1971:

1. The existing U.S. air defense is virtually useless-more of a concept than an actuality.
2. In a series of economy moves beginning in 1963, U.S. detection and intercept capabilities have rapidly deteriorated.
3. Because of the failure to maintain a viable US air defense system, sovereign US airspace cannot be effectively protected from intrusions of foreign aircraft, civil or military.
4. There is a 1500 mile opening in our air defense system on the southern perimeter between Florida and California. The area is virtually devoid of military surveillance and air defense command and control.
5. The two foreign aircraft incidents demonstrate that any foreign power can at will violate the southern US airspace without detection or interception. More importantly, they suggest that an enemy having the capability to attack from the south would be immune from detection and interception.

This enlightening report only made public what every airborne drug smuggler in Mexico and the Caribbean had known for years. The Subcommittee emphasized: "... the Cuban flight demonstrated that any potential enemy possessing the capability could make a strike through our southern border to a high priority target in the heart of the country with little risk of being detected in advance."

RADAR - rather the lack of it! That may be the missing link which has given the UFO free, almost unsupervised access to the Continental United States for years. Evidently without the use of Over-the-Horizon long-range radar, control and surveillance of foreign aircraft solely depends on the co-operation of the pilot in reporting the aircraft's position. As one Federal Aviation Administration official testified, "An aircraft has to want to be controlled before we can control it." Under these circumstances many identified and unidentified aircraft could pass through FAA radar coverage depending on whether the pilot wanted to be controlled.

In 1966 on a major network television program, an Air Force captain was asked about radar effectiveness, and he claimed NORAD could oversee any unusual aircraft flying over North America and implied none had been seen. But the daily newspapers, a few truths about the radar umbrella over the country, and several UFO encounters confirmed that the Air Force had been feeding the public a line. Yet the head of the AF's Project Blue Book testified before Congress that there was not a single radar UFO case in the Project's files which had not been satisfactorily explained.

The problem for any interstellar intelligence behind the UFOs was to discern at what altitude level radar coverage commences and to simply navigate under it at night with lights out until well into the interior of the mainland. Even without military and FAA data concerning avoidable radar capabilities, it probably would be elementary to map the coverage not only along the southern extremes but well into the interior using equipment perhaps similar to what



US fighter planes utilized during the Vietnamese War in disclosing enemy radar placements. Top secret devices were inserted aboard military aircraft which enabled pilots to know immediately when a Russian-built SAM missile was tracking the fighter. On board sensors could pinpoint the SAM's location, and the launching site could be successfully eliminated before the missile could be fired. So the detection of ground based radar by earthly science is not without precedent. We must conclude an advanced technology could map radar installations even more efficiently. Knowing that lofty mountain ranges exist in the southwest United States and form an effective shield against radar beams, one can deduce much of the coverage by knowing positions of the radar antennae and the elevations of the surrounding terrain.

NORAD, the North American Air Defense Command, whose function is to preserve in peacetime a surveillance framework in North America capable of tracking and identifying unknown aircraft, denied for many years they had ever found a single UFO on their continental radar displays which exhibited out-of-the-ordinary behaviour.

Radar sightings of UFOs are extremely difficult to uncover. Most radar centres are under direct government supervision in FAA flight facilities, and of course tight security prevails on all military bases. The operators can't talk openly either because of orders or fear of losing their jobs. Regulation AFR 200-2 called for a fine of \$10,000 and ten years in prison for AF personnel who divulged UFO reports until Project Blue Book was abandoned in 1969.

Radar sets around the nation are picking up UFOs. If they happen to occur in a military reservation the information will seldom reach the public media. If the radar is in an FAA locale the specifics probably will not leave the premises. FAA regulations state that all UFOs should be reported to the nearest university however the majority of air traffic controllers do not know who to contact, as most universities are devoid of any type of UFO program, so FAA men are left with virtually no instructions leaving large gaps in research for want of coordination.

Still countless statements by high echelon military personnel have verified unusual radar returns to the press, publicly and privately. Actually UFOs have been tracked in all sections of the USA, but we still must ask: "How did they get into our airspace, and by what routes did they leave?"

Because of the scarce radar coverage in the American south and southwest, we will presume these regions to be the logical starting places for the following question: "Assuming the existence of intelligently-guided spaceships visiting and reconnoitering our world (which we must if we are to pursue this line of questioning), and assuming they wish to enjoy at least a moderate amount of freedom from detection as to their passageways into the country; if we study in detail hundreds of "well-witnessed" accounts from the midst of the western USA which include directions of appearances and disappearances, and if we try to estimate where there might be radar gaps taking into consideration existing mountain ranges abundant in the western half of the continent and performance characteristics with known ranges of civil and military radar stations, can we uncover those radar-free corridors by which inbound UFOs filter into the US? For it is here mountains stretching north to south may tend to "channel" low-flying UFOs through their valleys in and out of the country. Consequently if apparent corridors can be plotted, can we predict success if we station cameras and other instruments along these transitways in periods of great UFO activity?

Let us go back to a notable UFO incident which occurred in April 1964 near the central New Mexico town of Socorro. A local policeman approached an egg-shaped object in an arroyo just outside of town and claimed to have seen two humanoids walking around it. They appeared startled on seeing the policeman and boarded their craft which proceeded to rise about 15 feet, level off, and fly at that low altitude directly away from the officer southwestward towards the mountains a few miles away. Upon reaching the base of the closest mountain, the UFO reportedly flew up and over and "seemed to just clear the mountain". On being approached, did the occupants of the UFO purposely fly at minimal altitude directly toward the shelter of the hills and hug the mountain tops southward until out of the

country to avoid continental radar? Of course not all UFOs are sighted below mountain top level, but the vast majority apparently are.

In 1961, NORAD reached its peak operative strength of 65 regular US and Canadian fighter interceptor squadrons, 193 long-range radar sites, and 105 gap-filler radars. Shortly afterwards through cost reduction moves, air defense forces under NORAD were reduced 60%; many radars and interceptors providing perimeter security were phased out or reassigned to other duties.

In early 1963, in order to comply with Department of Defense budgetary decisions calculated to save \$35m in fiscal year 1964, Secretary of Defense McNamara trimmed a substantial number of spotter radars and thus opened a new rift across Texas, New Mexico, and Arizona. In the aftermath of these expenditure cuts, NORAD had to reassess the Soviet threat, and determined it to be from the north. Hence forces were concentrated in the upper portion of the continent and along the Atlantic and Pacific coasts to provide a perimeter defense for all US borders except the southern flank. The net effect of this economy move was maintenance of far northern defenses at the expense of the southern half of the US.

The first aspect that must be understood is how the radar net over the US functions. There are three radars facing northward, each aimed at tracking enemy missiles fixed over the pole. The theory states that missiles would be launched into high altitudes, and it's there the major emphasis is realised leaving the southern borders with minimal protection. Between the years 1963 and 1967, additional cost reductions were levied and more assets were withdrawn from service or repositioned, again at the expense of the southern extremes. The following is a breakdown of NORAD trends in North American air defenses over the past decade:

#### NORAD FORCE TRENDS

	<u>1965</u>	<u>1971</u>	<u>1975</u>
Nike/Hawk Batteries	270	63	15
US Fighter Squadrons (Regular)	65	14	13
US Fighter Squadrons (Air Guard)	38	15	6
Canadian Fighter Squadrons	3	3	3
Bomarc Missile Squadrons	9	7	0
Long-Range Radars (Not DEW Line Radar)	187	99	96
Gap-Filler Radars	105	0	0

All aircraft flying above 14,500 feet are required to file a flight plan, and if an aircraft flying above that altitude without a flight plan crosses into the US from outside through an Air Defense Identification Zone, it will probably be intercepted. Many thousands of private aircraft, however take off, fly and land at airfields within the USA with no one really determining their identities or intentions. If they remain above 14,500 feet, Then Air Force radar will pick them up, but they will not scramble jets to intercept or identify. After all, what good would it do to intercept a craft that obviously took off inside the United States?

In 1967, a spokesman for the Hartford, Connecticut municipal airport said if a UFO showed up on their radar scopes it could not be distinguished from an ordinary airplane, as they are not usually in contact with half the air traffic seen on radar, and as far as they are concerned half the traffic are UFOs. Therefore, if a UFO can sail into the US undetected at low level, and once inside it may rise to higher altitudes, maneuver without bother, and leave in the same way. Nuclear attack theory dictates missiles would fall from high altitude, so there is no actual radar coverage below 14,500 feet in mountainous western states aside from those small areas surrounding airports equipped with Precision Approach Radar. This allows UFOs to fly through US airspace minus a great measure of radar contact. If the UFO continues at a relatively low altitude, and one need only look at the voluminous reports revealing low-level visual encounters, then there is little chance that any radar controller would be interested enough to track the object assuming he could in the first place.

A recent incorporation into NORAD's radar authority includes Over-the-Horizon radar stationed at Eglin AFB, Florida on an experimental basis that



will greatly expand present ranges in the southeast, but will do precious little for lower altitudes and those objects navigating through the large volumes of airspace over the seas, near our coasts, and "down on the deck".

A case in point is the 1977 incident concerning a Russian YU95 Bear reconnaissance bomber capable of carrying nuclear bombs which flew as close as 60 miles off the southeastern coast of the United States and for the most part was lost by radar as it flew under the coverage before eventually veering off and overflying a US Naval task force whose ocean-going radars finally picked up the bomber after two F4 Phantoms had failed to spot the plane when scrambled. As the newly operational AWACS system for detecting low-flying approaching aircraft does not yet patrol that area but intermittantly; this incident again demonstrated the vulnerability of radar to low-flying objects.

Limited detection of low-flying aircraft is likewise inherent in the FAA's long-range enroute radar system augmenting the NORAD Command. Distant low altitude objects are difficult to spot because radar impulses are transmitted in straight lines and do not follow the curvature of the earth. An aircraft flying under 2000 feet is not detected until it is within 20 to 25 miles of a nonelevated radar antenna. Interpolated onward we find aircraft flying at altitudes below 14,000 to 16,000 feet are not picked up until within 160-200 miles. Raising the radar transceiver to a nearby mountain top if one is available, tends to dramatically increase the range of the installation. However, a quick glance at Sectional Aeronautical Charts reveals marked minimum coverages throughout vast western areas despite raised antennas in some areas.

In addition to minimum altitude requirements, some radars miss UFOs entirely because of selectivity. They are electronically geared to display objects by their angular characteristics so that an object which travels too slowly or too fast or is at the wrong altitude is overlooked. Only when the object fits the standards will the radar display it while ignoring others.

UFOs may be quite prevalent in US skies but may seldom cross into civil or military spheres of responsibility which are apt to pick up out-of-the-ordinary objects. When military radarmen claim they do not see UFOs on their radar scopes, it may mean their equipment or superior officers merely refuse to recognize them. It appears "uncorrelated targets" are indeed detected by NORAD instruments, but are rejected from display screens because they fail to correspond to hostile ballistic missile trajectories or projected enemy bomber courses.

For years American military aircraft have been equipped with "Electronic Counter Measures" to baffle or jam civil and military radars. ECM is a jealously-guarded science and can be effectively used to blank out enemy scopes or "paint" its blip on a different part of the scope altogether. Against such ECM equipment, basic civil radars have no chance at all of picking up such aircraft. In November 1979 a charter airliner's captain reported being "buzzed" by several UFOs near the Mediterranean coast of Spain. The radar at Valencia airport did not pick up the objects while more sophisticated radar at a Spanish military base did record the airliner and UFOs as well.

Through the years there have been many accounts of UFOs not being picked up by local civil radars, yet being witnessed as something solid rather than mere weather phenomena.

We must wonder just how radar-conscious these UFOs are to use mountain ranges as blinds and possibly electronic jamming equipment, and at the same time partially forgive military spokesmen issuing radar contact denials, for they themselves may be victims of similar ECM devices from aliens still wanting a little privacy!

(AFTERNOTE:- We wonder how much of this article can be associated to Australia. Several years ago we learned that radar at RAAF bases in Australia apparently close down at 1700 hours each night to re-open at 0800 the following morning, unless military aircraft are in the air, in which case the radars remain operational until such time when these military aircraft have completed their flight. Ed.)



The serious interest in the UFO phenomena falls at first thought into the domain of only three groups. These are the:

- a) Private research groups - ACUFOS, NICAP, APRO etc.
- b) Government agencies - USAF, CIA, RAAF etc.
- c) Scientific - Hynek, Condon, McDonald, Salisbury etc.

However, further reflection reveals a fourth, Governments themselves and the politicians that comprise those Governments and/or their respective Oppositions. For example, on the 18th of January 1979, the British House of Lords spent the entire evening debating the merits of UFO investigation. The American Congress has at least twice invited and heard testimony on the UFO phenomena. On the 5th of April 1966, The House Armed Services Committee held a one-day hearing on the UFO problem under the chairmanship of the Hon. H. Mendel Rivers. A second hearing was held in front of the House Committee on Science and Astronautics on the 29th July 1968, under the acting chairmanship of Congressman J. Edward Roush. Six prominent scientists gave their personal testimony, and there were several written submissions as well. So, political figures have been involved with UFOs, whether through hearing testimony or through debating the pros and cons themselves.

Other countries in addition to Great Britain and the United States may or may not have held similar sorts of debates/hearings in the course of their political duties, and may or may not have made them public if they did. Be that as it may, the question I ask, and will answer, is what consideration have UFOs received in the Federal Australian Parliament?

First off, intensive interrogation of the official record of the Parliament of Australia, Hansard, reveals no Commonwealth Parliamentary debates on UFOs since the "modern era" began in June 1947. Nor have any references been found to any Parliamentary Committees (House, Senate or Joint) hearing UFO testimony from non-politicians. However, the Hansard index is inconsistent at best, usually unwieldy, and at its worst - well let's just say some references were tripped over by accident.

Yes, references to UFOs were found! And I am reasonably convinced that I have located most existing references to UFOs in Federal Parliament since June 1947. (For a complete bibliographic listing, see my "Bibliography Update" elsewhere in this issue.)

All of the Hansard references to UFOs were in relation to questions one politician asked of another, where the politician being questioned in all cases was part of the Government Ministry.

I shall give a brief summary of those questions/answers, starting with the earliest references and working forward to the present day. All questions asked unless otherwise stated, were asked without notice.

On the 13th of August, 1952, Mr. Downer asked the Minister for Air, Mr. (now Sir William) McMahon about any investigations and conclusions done and reached by his department on the subject of "Flying Saucers", and whether he was in touch with the American authorities about "these intruders". He further asked Mr. McMahon about his personal opinion on this phenomenon. Mr. McMahon answered that he had received no reports on "Flying Saucers" from the RAAF, didn't believe that the RAAF was in contact with the Americans about the subject, and felt the subject was more a psychological one than a concern for a defence agency of Australia.

Mr. Downer followed up that question with a second one to Mr. McMahon on the 20th November, 1953. He asked if the RAAF were investigating these objects as were the air forces in Canada and England. He also asked if the Minister still thought the problem more "for psychologists rather than defence authorities". Though Mr. McMahon had not changed his personal mind over "Flying Saucer" question, he did state that the RAAF had received "many" reports of UFO sightings but that "the aerodynamic problems relating to the production of flying saucers have not been solved".



Exit Mr. Downer and Mr. McMahon from the UFO scene!

Six years later, on the 24th of November 1959, Mr. Cash asked the Minister for Air, Mr. Osborne about "Unidentified Flying Objects". He wished to know if  
 a) the RAAF and overseas air forces exchanged information on UFOs, and  
 b) was the RAAF investigating a flap of UFO sightings over the territory of Papua and New Guinea? A longwinded answer boiled down to an affirmative in both cases. But, while admitting that the RAAF investigated all "well-reported sightings in Australia and its Territories", those investigations yielded that only (roughly) 3% were unidentified as to origin.

The 4th UFO reference occurred during the Spring 1960 Parliamentary session. The exact date was the 13th of October. Mr. Haylen directed a question to the Minister for Defence that related to a specific UFO sighting in the northern region of the state of Tasmania. Mr. Haylen asked whether the Minister was acquainted with the sighting and if a committee would be set up to "ascertain whether anything red is going on up there in the sky". The implication being that perhaps "unfriendly nations are ... infringing (upon) Australian territorial sovereignty". The Minister stated that he was aware of the Tasmanian sighting; he avoided the reference to a committee to study the "red" UFO menace. I assume that the Minister for Defence (Mr. Townley) was satisfied that UFOs were not of Communist origin!

A week later, on the 20th of October, 1960, Mr. Duthie made further reference to the Tasmanian sightings. He asked the Minister for Air whether he was aware of UFO reports in general, and the Tasmanian sighting in particular; whether he accepted responsibility for investigating UFO sightings; and whether his department kept track of UFO reports by keeping records of UFO sightings. Mr. Osborne the Minister for Air, pretty much echoed his answer of the 24th of November 1959, noted above. That is that he was aware of UFO cases including the Tasmanian sightings; that the Department of Air maintains UFO records; that the RAAF receives and exchanges information about UFOs and that only 3 or 4 percent are unidentified. Mr. Osborne stated that "nothing has arisen from that 3 percent or 4 percent of unexplained cases (that) gives any firm support for the belief that interlopers from other places in this world, or outside it, have been visiting us".

An Australian discovery of a strange metal object about 200 miles north of Broken Hill, NSW, led to the next question that perhaps borders on the ufological field. Mr. Cockle asked the Minister for Supply (Mr. Fairhall) about departmental investigation of the finding as to establish "the origin of the metal object and its identity". Mr. Fairhall stated that inquiries were underway. His answer suggested however that the object was nothing more than the remains of "a piece of orbiting hardware ... able to survive ... re-entry into the earth's atmosphere". Hardly something for UFO buffs to get worked up over!

The UFO scene shifted for the first time to the Senate about a month later when the answer to a "question upon notice" was recorded in Hansard of the 23 & 24 of May 1963 (Mr. Cockle's question above was asked on the 30th April of that year). Senator Cavanagh's question to the Minister for Air (upon notice) was straight forward. The Senator asked: "Has the Department of Air or the Royal Australian Air Force a dossier of investigations on reported sightings of unidentified flying objects?" Senator Wade, representing the Minister for Air in the Senate, replied that the Department of Air did maintain a dossier of UFO investigations; neglected to make reference to the RAAF's role in UFO record-keeping; and otherwise quoted the Minister's standard reply of "3 or 4 percent (of UFO reports) cannot be explained on the basis of some natural phenomena" as given above. That by the way was not only the first, but the last (to date), concern the Senate has displayed over the UFO phenomena!

In fact, the Parliament took a five year break from the UFO situation. It wasn't until Mr. Stokes put a question to the Minister for Air, Mr. Freeth, on the 4th of June 1968, that UFOs were topical in the House once more. Specifically, Mr. Stokes asked whether any government grant would be made to the Commonwealth Aerial Phenomena Investigation Organisation to assist with their "research into unidentified flying objects". He also sneaked in a reference to



press reports of UFOs over Victoria in the then recent past and asked if the Minister had seen them. The Minister ignored the Victorian situation, but stated that consideration was being given to the CAPIO request for Commonwealth assistance, but that he couldn't "undertake to give ... very great encouragement, because as far as governments are concerned, no precise determination has ever been made as to where science fiction begins in relation to reports of unidentified flying objects or to what extent the reports are related to reality". What the final outcome was I can't discover within the record of Parliamentary debates.

If Parliament took a "long weekend" from 1963 to 1968 in relation to UFOs, then it took a fully qualified vacation before considering the issue again! Over ten years were to pass before the UFO buck was handed to the Minister for Transport, Mr. Nixon by Mr. Yates. The date was the 26th of October - the subject (though not related to by name) was the reported UFO that buzzed the "missing aircraft" piloted by Frederick Valentich, who disappeared, aircraft and all, over Bass Strait that month. Boiled down, Mr. Yates asked Mr. Nixon to report to Parliament just what the hell really happened! Mr. Nixon replied: "This is one of the few times in the Parliament that I am caught short for words ... All I can say is that it is a mystery and looks like remaining a mystery." To date, nothing has proved the Minister for Transport (currently Minister for Primary Industry) wrong!

Thus ends UFOs in the Parliamentary record. The closest the Parliament has come to considering even a quasi-related topic occurred in September-October-November 1979 when petitions were presented supporting, and two questions were asked about, potential Australian involvement in SETI - Search for Extra-Terrestrial Intelligence - via the detection of artificial radio signals from extra-solar civilisations. The author played a major role in that endeavour, the resolution of which is still an open question.

An analysis of UFOs in the Federal Parliament is difficult. Parts of questions were ignored at times; updates (if promised) didn't always eventuate, at least "on the record" and questions about and considerations of UFOs were few and far between.

Though UFOs were never treated as a "joke" in Parliament, one does see an evolution of the issue from the "psychological" implications of McMahon, to the unidentifiable residues and serious investigations reported by the (then) Department for Air and the RAAF (via Mr. Osborne) to the obvious and total puzzlement of Mr. Nixon over the Bass Strait issue.

I admit this history could be incomplete. If any reader knows of any other reference to UFOs in the Australian Parliament, I would welcome such reference being reported either to the editors of ACUFOS JOURNAL and/or directly to myself (P.O. Box 1703 Canberra City ACT 2601)

This article is adjourned until the next time UFOs warrant the consideration of our Federally elected officials!

## Statistical Notes from UFOCAT: Sighting Duration by Report Type (Part 2)

by Fred Merritt (U.S.A.)

From the data in Part 1 (ACOS BULLETIN-now this Journal- Number 15, September 1978 pp 17-21) we can draw 4 general conclusions:

1. Lowest strangeness reports (stationary object or uniform motion) have durations that suggest commonplace non-UFO explanations.
2. UFOCAT Type 3 (single discontinuity of motion) appears to be a useful minimum strangeness level as a statistical tool for screening reports.
3. Medium strangeness reports (multiple discontinuity of motion, close encounters, and landings) are remarkably similar in terms of report duration.
4. High strangeness reports (occupants, interference, and contact) differ from other types of reports and from each other in terms of duration



Since the three medium strangeness report types appear so consistent in duration, we made a composite distribution for the group, using the same UFOCAT tallies, (Table 1). This distribution (figure 4) may be a useful standard, which we will refer to later.

Consider the duration distributions for high strangeness reports (figure 5). Since each of the graphs have two distinct peaks, there is a possibility that each report type actually consists of two distinct groups. For the rest of the analysis, we used a recent UFOCAT catalog of high strangeness reports. Larger amounts of data become available; the UFOCAT tallies used up to this point consider only primary entries with both type and duration in the single entry. In catalog form we can consult the entire block of entries pertaining to a particular case. To prepare the report catalog for this study, all reports with a non-UFO explanation from any source were eliminated. Each block of entries was treated as a single case. And each case was used only once, taking the highest strangeness level assigned to the case by any source.

Occupant reports divide readily into three categories: occupant seen only inside the UFO, occupants seen outside a UFO, and entity reports where no object is seen (figure 6). One of the striking features of these distributions is the high proportion of very short observations of entities with no UFO. The distribution for inside occupants approaches the "standard" distribution for medium strangeness reports.

Interference reports (UFOCAT type 9) divide readily into two groups: abductions and time lapses, and various functional effects on the witness, such as burns, eye irritations, headaches, etc (figure 7). As would be expected, abductions and time lapses have long duration - nearly half the cases at an hour or more. The remaining functional effects cases have a distribution very similar to the "standard" for medium strangeness reports.

Contact reports (UFOCAT type 8) involve two-way intelligent communication between witnesses and occupants. The report catalog does make some additional data available, but the distribution remains the same: roughly equal peaks at 5-14 minutes and at an hour or more (figure 8). Efforts to divide the reports into meaningful sub-groups met with no success.

As a result of this analysis, we can divide medium and high strangeness reports into two meaningful groups: a series of "regular" reports with duration distributions which conform to the "standard", and a series of "irregular" reports which do not (tables 2 & 3). This distinction may turn out to be useful in an overall classification system.

TABLE 1: "STANDARD" DURATION.

Report Type	Duration in minutes: % of Reports						Total	N
	<1	1-4	5-14	15-29	30-59	60+		
Multiple Discontinuity of Motion	9.4	19.2	31.1	16.4	10.3	13.6	100	769
Close Encounters	15.4	20.5	28.1	12.6	10.2	13.2	100	1732
Landing	17.0	20.0	28.6	12.3	9.1	13.0	100	440
Composite "Standard"	14.1	20.1	28.9	13.5	10.1	13.3	100	2941



Table 2: Duration of "Regular" Reports.

Report Type	Duration in Minutes: % of Reports						Total
	< 1	1-4	5-14	15-29	30-59	60+	
Multiple Discontinuity of Motion	9.4	19.2	31.1	16.4	10.3	13.6	100.0
Close Encounter	15.4	20.5	28.1	12.6	10.2	13.2	100.0
Inside Occupant	19.7	21.1	33.8	8.5	9.9	7.0	100.0
Landing	17.0	20.0	28.6	12.3	9.1	13.0	100.0
Functional Effects on Witnesses	9.8	24.4	32.8	12.2	9.8	11.0	100.0

Table 3: Duration of "Irregular" Reports.

Report Type	Duration in Minutes: % of Reports						Total
	< 1	1-4	5-14	15-29	30-59	60+	
Entity, No UFO	47.9	15.1	21.9	1.4	1.4	12.3	100.0
Outside Occupant	29.2	12.3	29.7	9.1	11.9	7.8	100.0
Abduction, Time Lapse	12.2	4.1	10.2	16.3	10.2	46.9	100.0
Contact	5.5	10.9	32.7	9.1	10.9	30.9	100.0

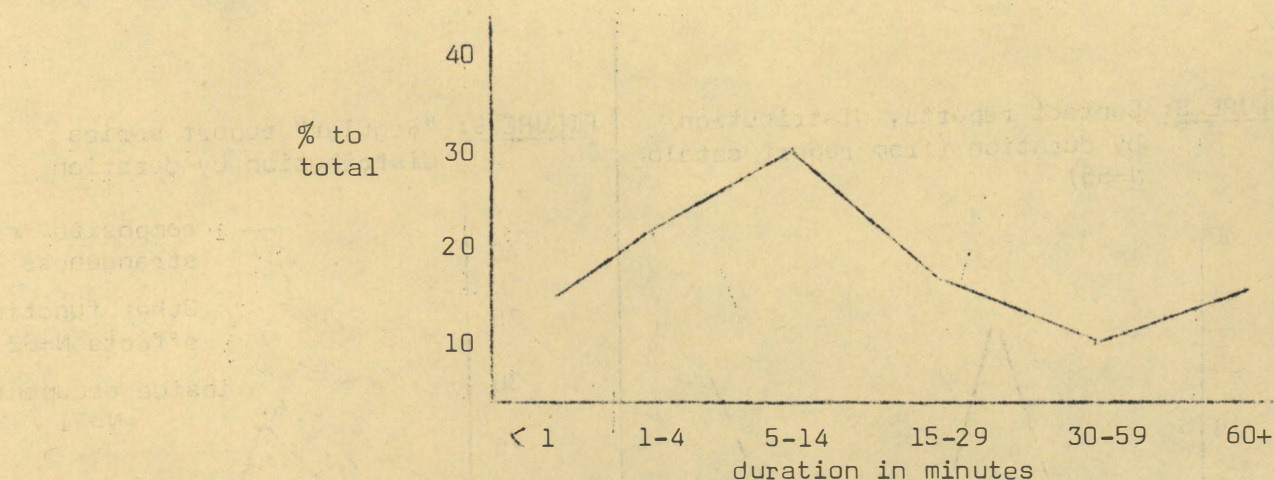
FIGURE 4: Composite "medium strangeness" report distribution by duration  
UFOCAT types 4,5,6. N=2941

Figure 5: High strangeness reports, distribution by duration

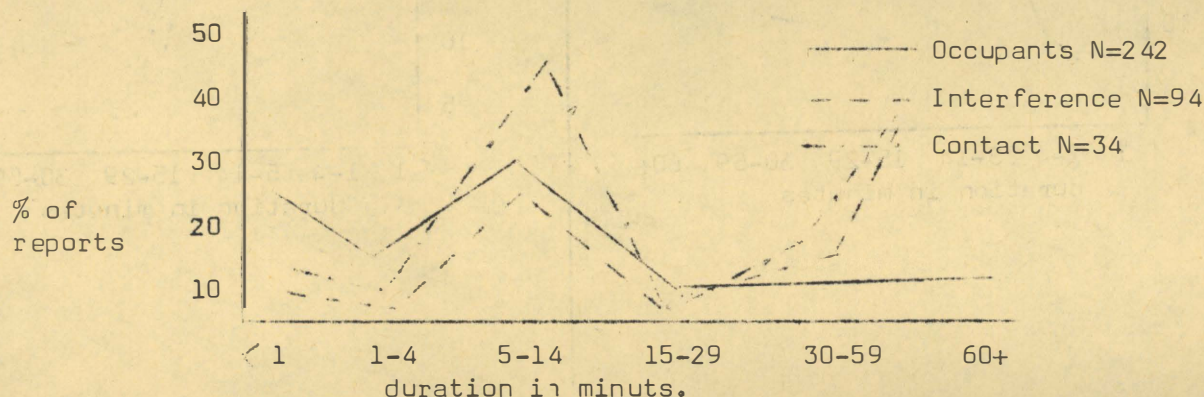




FIGURE 6: Occupant Reports  
Distribution by duration

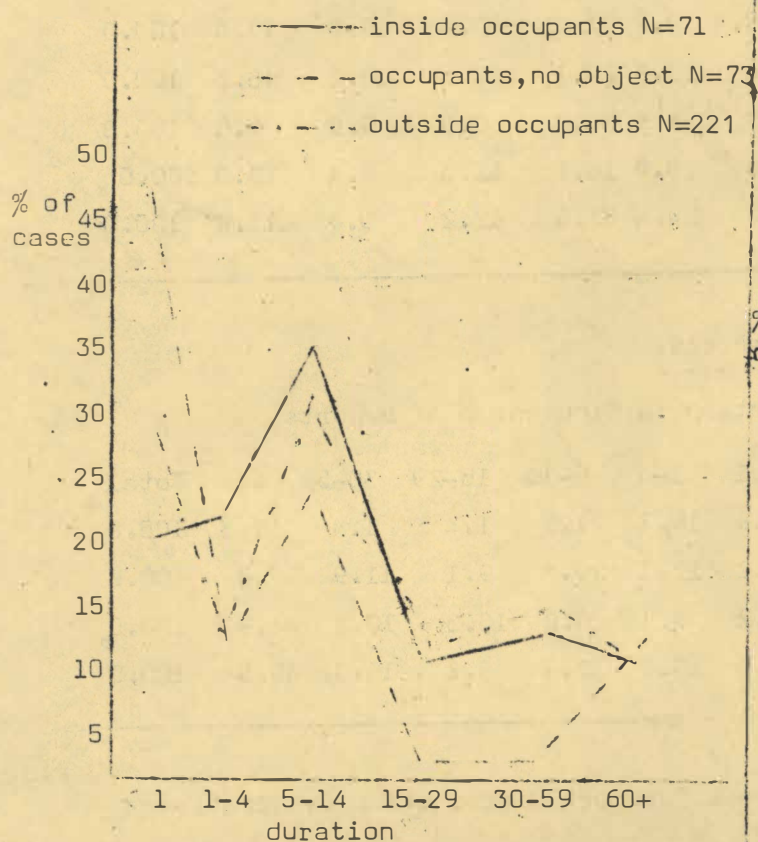


FIGURE 7: Interference reports  
distribution by duration

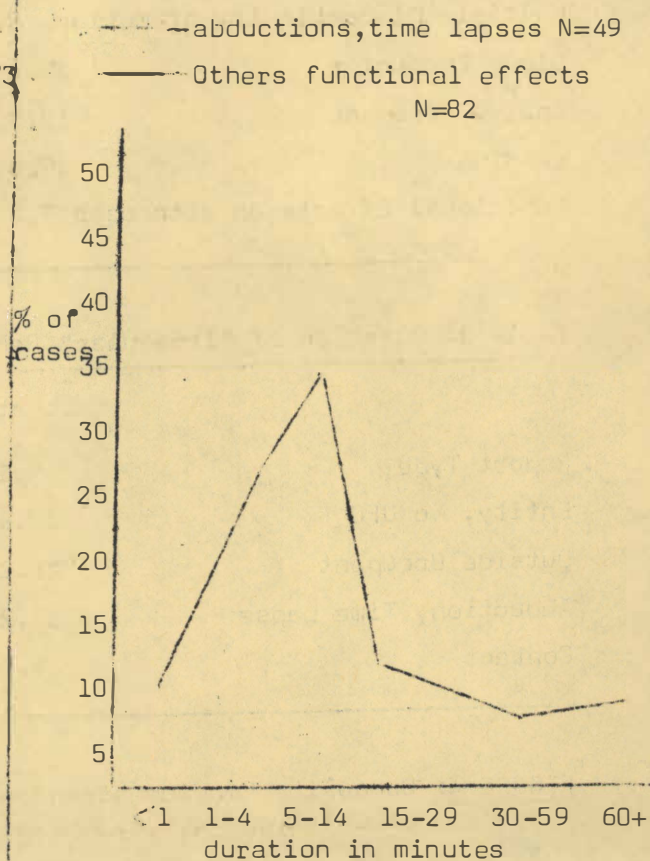


FIGURE 8: Contact reports, distribution  
by duration (from report catalog  
N=55)

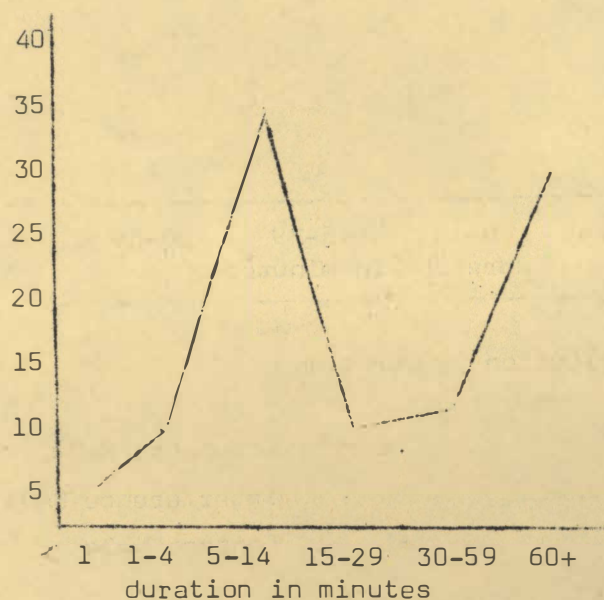
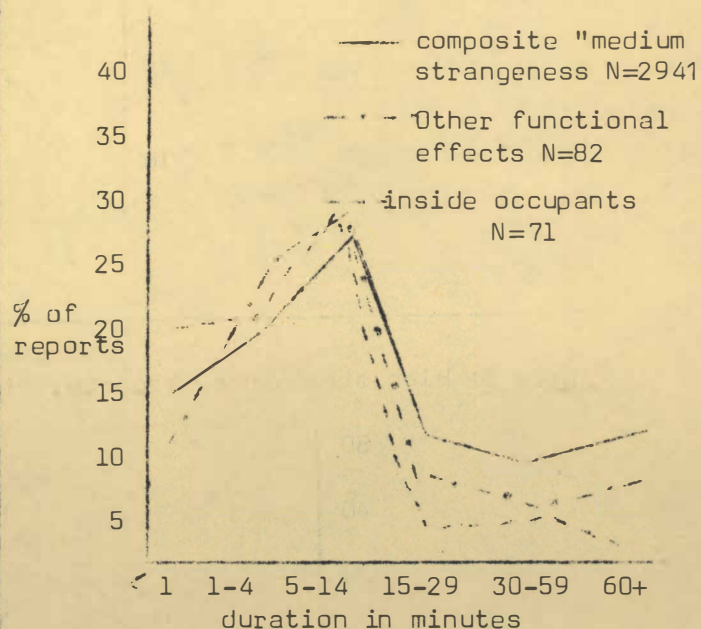


FIGURE 9: "Regular" report series  
distribution by duration





NOTICESNOTICESNOTICESNOTICESNOTICESNOTICESUFO RESEARCH AUSTRALIA - NEWSLETTER.

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Please note that the TASMANIAN UFO INVESTIGATION CENTRE has a new official postal address, which is P.O. Box 99 NORTH HOBART, TASMANIA 7000.

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It has been brought to our attention that there is a Directory of UFO Groups and publications Worldwide now available. It includes details of UFO badge, book, T-Shirts, photo and cassette suppliers and UFO news-cutting agencies. A misc section deals with strange phenomena such as Ghosts & Vampires. The Directory is \$5 (U.S.) (or equiv) and is obtainable from:- UFO NETWORK, 2 St. Ivian Crt, Colneyhatch Lane, London. N10. ENGLAND. (Price includes Airmail postage).

AUSTRALIAN UFO RESEARCH FUND.

We have received a donation of \$6 from Mrs. E. Sharpe of Granville NSW towards the Australian UFO Research Fund, which we greatly acknowledge.

ACUFOS BIBLIOGRAPHY SERVICE - HUMAN/DOLPHIN COMMUNICATION.

by John Prytz.

Compiler's note: The topic of Human/Dolphin communication is highly relevant to those interested in CETI - Communication with Extra-Terrestrial Intelligence - and/or UFO CE3 cases. Research methodologies worked out in human/dolphin communication has obvious applications in possible human/alien communications, whether occurring now or in the future. Thus, NASA has funded such human/dolphin communication research with such considerations and applications in mind.

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REPORTS FROM AROUND AUSTRALIA.

QB80006      23 February 1980      CE2      Caravonica      UFO Research (FNQ)

Four people were sitting at the dining table after dinner, when one of them happened to look out the open door and noticed a orange pulsing glow. The garden around the terrace was also bathed in the light. The woman watched this for about one minute before alerting the others. They went outside to investigate. Mr. C. walked to the front of the caravan, which was parked outside the house and saw a bright orange light at about gutter level in front of the house. The stationary light was directing a pulsating orange light downward bathing the front yards of the two joining houses in an orange glow. The sight of this made Mr. C. feel "goose bumpy",. At this stage, Mrs. C. heard a "whooping" sound. Mr. C. watched the light for about 15 seconds during which time he called his dinner guests outside to see it. The light then extinguished completely, "like a light switching off". Almost immediately, Mr. C. saw a bright orange glow behind the 2 houses. The glow pulsed about 3 times, and disappeared. All 4 people stood outside for about ½ hour looking for the light, which was not seen again.



NB80002      23 February 1980      CE1      Gosford      UFO Research (CC)

At approximately 2300 hours, three lots (altogether 5) independent witnesses observed a large round object, the colour of fire, with four protruding appendages, moving slowly over the Broadwaters, an estuary, from the NE to the SW. The object finally disappeared behind the mountains. It moved in a straight line about 150 feet above the water's surface, and was estimated to be about 15 feet in diameter.

TA79140      September 1979      CE1      Sandy Bay      TUFOIC

The witness was lying in bed, just looking out the window, when a black shape, like a World War 2 sea mine drifted into view, its very black shape standing out against the lighter city sky. On the round shape there were 10-15 conical tapered spikes, some of these spikes had a white light on the end of them, reflecting some light onto the other spikes and the shape itself. The object was rolling pver and over as it passed from the witness's east to west. There was no sound, and was estimated as being 7 meters away from the witness at tree-top level.

TA79133      7th October 1979      CE1      Dilston      TUFOIC

A family of 4 were returning home to Windermere in Northern Tasmania when they noticed a red mist or glow nearby. In the course of 15 minutes it seemed to pace the vehicle in which the family were travelling. At no time did the red glow shine on anything and no reflections were visible, just the misty red glow.

TA79129      29 August 1980      CE2      Mount Cameron      TUFOIC

A 59-year old woman went outside at about 1930 hours to see what her dog was barking at. She looked at the skyline and saw a light just above which started to move vertically down the mountain to within  $\frac{1}{3}$  the distance from the mountain. The object then accelerated down and towards her. At this stage, the witness called for her dog to come inside and also subconsciously told the object to stop and not come any closer. With this the object stopped momentarily within 100 yards of the witness and the light seemed to dim slightly. The object then retreated exactly the same way it had come. The witness became apprehensive and her senses seemed to sharpen. Since the sighting she has had a sensation of heavyness in her limbs and a ringing sensation in her ears. The witness also believes that something was trying to communicate with her and that something is watching her.

TA79112      20 August 1979      CE2      Hatfield      TUFOIC

A 31 year-old woman was driving at about 2000 hours towards Devonport. A short distance on, she was approaching a rise in the highway when a bright green light appeared behind her and the interior of her VW was illuminated, casting a greenish glow throughout the car. There seemed to be no illumination outside the car at all. Although pressing the accelerator down, the vehicle did not increase in speed, it actually decreased to 30 MPH. She changed from 4th gear to 3rd and 2nd, to no avail. The light remained the same height and distance from the car, and remained with the vehicle for about 8 kilometers. Then, without warning, the light just "switched off", and upon arriving at Devonport, the fuel tank was empty, although the tank was full before she left, having done the trip several times before, and never using more than  $\frac{1}{2}$  tank.